

CITY OF JOHNS CREEK
PUBLIC WORKS

SIDEWALK IMPROVEMENT POLICY

TABLE OF CONTENTS

I.	PURPOSE	3
II.	CITY SIDEWALK IMPROVEMENT PROGRAM	3
	A. GOALS	3
	B. REQUIREMENTS	3
	C. PROJECT PRIORITIZATION	4
	1. PEDESTRIAN SAFETY	4
	2. LAST MILE CONNECTIVITY / SAFE ROUTE TO SCHOOL	4
	3. CONSTRUCTABILITY	5
III.	NEIGHBORHOOD SIDEWALK IMPROVEMENT PROGRAM	5

I. PURPOSE

The City of Johns Creek recognizes that a good sidewalk network provides many benefits to the community and enhances the quality of life of the citizens. In order to achieve the goal of a connected and accessible pedestrian network, a number of capital improvements have been identified. The city has developed a sidewalk program with two components to guide prioritization and budgeting for these improvements:

1. City Sidewalk Improvement Program- prioritizes new sidewalk construction along major and minor roadways. Major roadways will have sidewalk on both sides of the road and minor roadways will have sidewalk on at least one side of the road.
2. Neighborhood Sidewalk Program- outlines a process by which neighborhoods can fund sidewalk construction on streets not identified in the city's sidewalk improvement program.

II. CITY SIDEWALK IMPROVEMENT PROGRAM

A. Goals

The goals of the city sidewalk improvement program are to improve:

1. Pedestrian safety
2. Safe routes to schools
3. Last mile connectivity to parks and activity centers

B. Requirements

Request for new sidewalk on public right of way will be evaluated by the City's Public Works Department. One of the following criteria must be met for a sidewalk request to be included in the City Sidewalk Improvement Program:

1. Traffic volume of the adjacent street is greater than 2,500 vehicles per day OR
2. The corridor is considered a major walking route based on the number of potential pedestrians served OR
3. The sidewalk will fill a gap in the existing sidewalk network of less than ¼ mile.

C. Project Prioritization

The Public Works Department will update the priority list of sidewalk projects annually and present the list along with the projects recommended for construction to the Mayor and Council for their approval.

The project prioritization method outlined below is based on the goals stated above. In a given year, further adjustment of the prioritization will occur when the costs and constructability is considered against the capital budget for that year. Other factors such as concurrence with other capital projects, adjacent land development activity and connection to adjacent jurisdictions will also be considered when finalizing the project list for construction each year.

To develop the priority list, the Public Works Department will divide the corridors identified for sidewalk improvements into logical segments and rate each segment using the following criteria:

1. **Pedestrian Safety** (20% of Total Score)

➤ Roadway Classification (10 points)

- | | |
|------------------|----|
| ▪ Major Arterial | 10 |
| ▪ Minor Arterial | 7 |
| ▪ Collector | 4 |
| ▪ Local | 1 |

➤ Accident History (10 points)

- | | |
|----------------------|----|
| ▪ High Accident area | 10 |
| ▪ Some accidents | 5 |
| ▪ No known accidents | 0 |

2. **Last mile connectivity / Safe route to school** (45% of Total Score)

➤ Proximity to Schools (Private and Public) (15 points)

- | | |
|------------------------|----|
| ▪ Less than ½ mile | 15 |
| ▪ Between ½ to ¾ miles | 10 |
| ▪ Greater than ¾ mile | 5 |

➤ Evidence of pedestrian activity (10 points)

- | | |
|--|----|
| ▪ Continuous Activity /
Well Worn Paths/
Pedestrian Destinations in area | 10 |
| ▪ Intermittent Activity | 6 |
| ▪ Minimal Activity | 2 |

➤ Gap closure (10 points)

- | | |
|-----------------------------|----|
| ▪ Connects Existing Network | 10 |
| ▪ Extends Network | 6 |
| ▪ Standalone Sidewalk/Trail | 2 |

➤ Proximity to Parks (5 points)

- | | |
|------------------------|---|
| ▪ Less than ½ mile | 5 |
| ▪ Between ½ to ¾ miles | 3 |
| ▪ Greater than ¾ | 1 |

➤ Proximity to Activity Centers (5 points)

(Activity Centers based on Comprehensive Plan 2030 Future Development Map)

- | | |
|--------------------|---|
| ▪ Less than ½ mile | 5 |
|--------------------|---|

- Between ½ to ¾ miles 3
 - Greater than ¾ 1
3. **Constructability** (35% of total score)
- Cost per Square Foot (\$/SF) (10 points)
 - Less than \$30/SF 10
 - Between \$30/SF to \$50/SF 6
 - Greater than \$50/SF 2
 - Topography (10 points)
 - Ample Shoulders, minimal grading, no retaining wall 10
 - Some retaining walls or grading will be required 6
 - Severe Slopes / retaining wall by be required 2
 - Right of way (10 points)
 - No RW required. Few driveway Easements if any 10
 - Some RW / easements needed 6
 - Most parcels required RW 2
 - Utility (5 points)
 - None / very limited adjustments 5
 - Minor adjustment 3
 - Conflicts that require relocations 1

Score = ____ out of 100 possible points.

III. Neighborhood Sidewalk Improvement Program

The Neighborhood Sidewalk Improvement Program provides an opportunity for neighborhoods to fund sidewalk improvements on streets not included in the City Sidewalk Improvement Program. This program would allow the City to oversee the design and construction of the proposed sidewalk. The Neighborhood Sidewalk Improvement Program differs from the City Sidewalk Improvement Program in that:

1. The sidewalk request must be brought to City Council with a petition including more than 51% of the property owners adjacent to the proposed sidewalk.
2. The sidewalk improvements are funded entirely by the property owners along the sidewalk or by the associated Homeowner's Association (HOA).
3. Property owners adjacent to the proposed sidewalk must dedicate any required construction easement to the City.

Application must be made using forms to be developed by the Public Works Department.